

Bittel Friedrich, had not been brought about by the United States government. It was, according to authentic information here, the result of direct action by the British government which, through consuls at these ports, achieved the twenty-four-hour hiatus for British shipping from this port. This opportunity for the Bittel came in the midst of the recent blizzard. While the German merchant raider was at liberty to leave at that time, the opportunity was not afforded through any action by the American government.

To-day's action by the United States is the first definite step taken to open the course to the sea for the Prinz Bittel. Captain Thierichens, commander of the cruiser which destroyed commerce of the allies, and incidentally the American ship William B. Frye, called on Collector of Customs Hamilton late in the afternoon. Later the collector visited Commander Thierichens on board the German cruiser. Whether the German commander would take advantage of the opportunity afforded him to get back into the high seas could not be ascertained. Conflicting rumors persisted, some insisting that the vessel would attempt to dash by the British and French warships lying in wait for her off the cape, while others maintained that the commerce destroyer had been interned at noon to-day, and would be taken to the Norfolk Navy-Yard for safety within a day or two.

That the ship actually had been interned seemed to be an ill-taken conclusion because of the continued activity of American ships off the coast while the battleship Alabama maintained her vigil in Hampton Roads as the guardian of neutrality.

Another evidence of the fact that the climax in the unusual case had been put upon Commander Thierichens to determine was the surprising action of the United States in its order to the pilots not to move belligerent shipping. This order, it developed, held in port about seven big ships, among them a Belgian relief vessel, Cambrian King, and a Russian merchant ship, Altar. The others were British grain and horse ships. Several British captains and British Vice-Consul Kenworthy called on Collector Hamilton to-day, asking permission to sail early tomorrow, and for the reason of the general order. Among the British merchant shippers who took up the matter was Captain Jones of the grain steamer Harovian. Collector Hamilton was asked by Captain Jones why he had been detained. Captain Jones was asked when he had been ready to sail. He said he was ready yesterday. "Then why didn't you go?" the British captain was asked.

Captain Jones explained that directions had been given to merchant commanders, through the British consul, for no steamer to sail in the evening of any day and until the following morning. Collector Hamilton said that the Harovian's detention had been by order of its own government.

#### PERIOD OF LIBERTY WILL EXPIRE TO-DAY

Since this order, however, it developed the United States had directed pilots not to take out any allied belligerent merchantmen until further notice. The last British ship left this port at 11:40 o'clock Monday morning. It was the steamer Orithia, with 600 horses. The twenty-four-hour period of liberty for the Bittel, therefore, it is calculated here, will end at 11:40 o'clock tomorrow. If the Prinz Bittel has not cleared port by that time, it is insisted here, she will be interned for the period of the European war, and will be sent to the Norfolk Navy-Yard. That the Prinz Bittel was prepared for departure to-night was undoubted, but that she would make the perilous attempt to dash through the fleet of allied warships off the Virginia capes seemed almost incredible to persons in close touch with the situation. The captain of the British steamer Nubian, which arrived during the day, reported that he had passed as he came into the capes four British warships and one French cruiser. Commander Thierichens would not indicate what he intended to do. The crew of his ship was engaged throughout the day in chipping red rust from the Bittel's hull and painting it over with deep black paint.

Late in the day the battleship Alabama, guarding approaches to Hampton Roads from Norfolk and Newport News, shifted her darts to afford freedom for her gun turrets, and the ship was cleared for action. Explanation for this was that the government determined that no British ship should leave port. The Alabama's searchlights were operated incessantly, flashing up the Elizabeth and James Rivers at frequent intervals.

At Newport News Shipyard, where the Bittel lay, almost total darkness prevailed. A few lights could be seen on the United States Navy tug Patuxent. The German cruiser behind her, however, was almost in total darkness until a newspaper boat disturbed the scene in passing several hundred yards out in the river. Instantly the searchlights of the tug and Bittel Friedrich were flashed on the boat, and flickered so that little could be distinguished near the German cruiser's pier.

#### PLANS OF ALLIES MAY BE CHANGED IF RUSSIA WINS

(Continued from First Page)

would have to be paid, because the work is exceedingly disgusting, due to the odorous mud.

"The Secolo, in Milan, reports that, as a consequence of the prohibition of the use of alcohol, the Russian population is drinking such substitutes as eau-de-cologne and a Polish drink, which causes many of those who use it to become ill."

"The London Times states that King George's determination to avoid alcoholic drinks has had no influence on the shipyard workmen, among whom drunkenness is increasing, rather than diminishing."

"Sofia reports that many of the people in Bulgaria believe that the great revolt against Serbian rule will spread to Macedonia."

#### KING'S YOUTHFUL SON ENTERS BELGIAN ARMY

(Special Cable to The Times-Dispatch.)

LIVRE, April 6.—Young Prince Leopold, the elder son of King Albert, who is thirteen and a half years old, begged his father to allow him to enter the Belgian army. At length the King consented, the prince joining a regiment of the line made glorious by its defense of Dixmude, where its flag was decorated with the order of Leopold.

The prince was received yesterday in the regiment which was paraded before the King and Queen. The young prince is unusually tall, and does not appear to be only a thirteen-year-old soldier.

## WHAT WARRING NATIONS CLAIM IN THEIR OFFICIAL STATEMENTS

### French.

PARIS, April 6.—An official War Office statement to-night said: "The day, although it rained, was marked by appreciable progress on our part. To the east of Verdun we occupied the village of Gussainville and the ridges which dominate the course of the Orne."

"Farther to the south, we advanced in the direction of Maizeray. In the woods of Ailly and Brule we maintained our gains and carried new trenches."

"In the forest of Le Pretre additional progress has been made. It has been learned from prisoners that during the course of our recent attacks in Southern Woivre six German battalions were destroyed in succession."

"To the southeast of Hartmannsweilerkopf we carried a small peak, which served as the headquarters of the German colonel commanding the brigade during an engagement of March 26. We have advanced beyond this peak and have taken prisoners."

### Austrian.

VIENNA, April 6 (via London).—The War Office gave out the following statement to-day:

"Fighting in the Carpathians is developing. Austrian and German troops took strong Russian positions yesterday on the heights east of Laberava Valley, capturing 3,040 prisoners. In adjoining districts several strong Russian attacks were repulsed, with severe losses to the enemy, including 2,530 prisoners."

"In Southeast Galicia, on the heights to the northeast of Otytnia, Russian night attacks failed."

"The invasion of Uscie-Inskupie the Russians attempted on Sunday to cross to the left bank of the Dniester River, with the result that two battalions of Russian infantry were annihilated."

### Russian.

PETROGRAD, April 6 (via London).—The following official communication was issued to-night:

"In the region of the West Niemen yesterday there were isolated flights in the environs of Minsk, Ludvino and Kalwarya. In the Carpathians, on the 4th, our advance continued with success on the whole front from the northern region in the direction of Bartfeld to as far as that of Uzkok. In this forward movement we made great headway in the region of the Rostok Pass, in the vicinity of which we captured an important sector of the principal chain, and our advanced guard crossed to the southern slope of the chain and occupied the villages of Smolnik and Oroszruska."

"Attempts by the Austrians to arrest our offensive in certain sectors of the Carpathians by counterattacks failed, all these movements being repulsed with heavy Austrian losses. In the course of the day we took as prisoners in the Carpathians twenty officers and more than 1,500 men. The retreating Austrians are burning bridges and provision depots."

"On the other sectors throughout our front there have been intermittent cannonades, fusillades and operations in the nature of reconnaissances."

"All the Austrian prisoners from Przemyśl have now been sent to the interior. Altogether they comprised nine generals, 2,307 officers and 113,890 soldiers. In addition, there were 6,500 sick or wounded persons, whose condition prevented their transport, and who are still retained in the hospitals at the front."

"Austrian doctors and nurses to the number of 223 have been temporarily retained to look after them."

"The inventory of the enormous quantity of war material captured at Przemyśl has not yet been completed, but the capture includes over 900 guns, of which a large number are in perfect order."

"Daily we discover new depots of munitions of war. Many guns and rifles, with their accessories, were thrown into the river by the Austrians. We are taking steps to recover these."

## RUMORS OF SEPARATE PEACE ARE UNFOUNDED

Austria, Although Hard Pressed, Is Standing Loyal to German Ally.

### HUNGARY IS IN FULL ACCORD

Budapest Entertains No Ideas Differing Materially From Those of Vienna—Even Turkey Still Convinced That All Is Not Lost.

BY DR. E. J. DILLON.

ROME, April 6.—Rumors of Austria's desire to conclude a separate peace and of informal overtures made to Russia for its attainment, have been frequent of late. Being in contact with sources of information worthy of implicit confidence, I am absolutely certain that these rumors are without foundation in fact.

Austria, as soon as she perceived the magnitude of the conflict she was instrumental in provoking, would gladly have composed her differences with Russia, but Germany burned her bridges and precipitated war.

Since then the Austrian Emperor and the government have displayed absolute loyalty toward their ally under most trying conditions. "They are to-day as far removed from any idea of breaking away from Germany as they were at the outset of the war. The Emperor proclaims himself a German potentate, and is resolved to act the part at every cost."

### SEPARATE PEACE NEVER CONSIDERED

The question of a separate peace, therefore, has never been considered, even speculatively.

From Budapest I am assured, on equally trustworthy authority, that no member of the Cabinet or any party entertains at present any views on the subject of peace differing materially from those held in Vienna. The differences between the two governments, which occasionally have arisen during the campaign, turned upon secondary matters with no bearing on this topic.

While it would be rash to assert that the political leaders of the Hungarian nation will adhere to this or that principle in defiance of Austria, events which especially affect their own people might call for exceptional treatment.

It seems highly probable that Count Tisza's Cabinet will preserve steadfastly its fidelity to the German alliance. On the other hand, I have positive personal knowledge that certain Hungarian politicians who have no connection with the government are over in their minds the effect that certain eventualities might have upon the attitude of Hungary toward its enemies and its ally.

If, for instance, the Russian army completely defeats the Austro-Hungarian troops in the Carpathians, and is able to overrun the Hungarian plains and advance on Budapest, then, according to this patriot, it would be a means of providing for the future weal of the Hungarian state with their minds untrammelled by extraneous considerations.

Hungary's present ties are only a means to a desirable end, and if this end ceases to be desirable, or if the means heretofore effective were to become useless, the ties would be severed by force of circumstances.

### STORIES ABOUT TURKEY ABSOLUTELY MISLEADING

With regard to Turkey's alleged eagerness to conclude a separate peace, and the tentative efforts about to be made in Switzerland, I am enabled to state that they are as misleading as the stories which are about Austria's proposals.

David Bey has no peace mission; neither has Halil Bey. At the same time, the belief prevails among members of the Turkish Cabinet that all is not yet lost, and that if the fortunes of war frown upon them, they can always appease the wrath of their adversaries by submission, and obtain at least lenient treatment and more or less acceptable terms. They do not yet realize that defeat will mean the disappearance of Ottoman rule from Europe and also from Asia.

### TERRIFIC EXPLOSIVE USED IN FRENCH GUNS

(Special Cable to The Times-Dispatch.) PARIS, April 6.—The French are using a new shell in their famous three-inch guns, which the official army bulletin claims vastly increases the destructive force of these guns.

"The Germans' terrible fear of our guns is now redoubled," says the bulletin.

The explosive force of the bombs the French are employing is also terrific. Swiss newspapers say that a bomb dropped in Metz last week shot one Bavarian 150 feet in the air and blew two other soldiers to pieces.

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## UNSCRUPULOUS AGENTS LEAVE MANY STRANDED

Americans Penniless in London Through Sharp Practices of Labor Brokers in This Country.

### CONSULATE HAS INTERVENED

Ships' Officers Deny All Knowledge of Contracts With Men Who Tend Horses for Allies, but Their Statements Are Not Wholly Accepted.

LONDON, April 6.—As a result of the activity of Consul-General Robert P. Skinner in pressing the claims of American mulleters and horse tenders left stranded in England, and French ports by steamship lines, there has been a decided decrease within the last three weeks in the number of Americans left penniless through the sharp practice of ships' officers and unscrupulous shipping agents in America.

The steamer Zestrian, of the Leyland Line, recently left thirty-three American workmen stranded out of a total of 125 she brought over. The line declared it had lived up to its contract in every way, but finally supplied the men with return passage.

In many recent cases ignorant workmen, many of them negroes, have been shipped by American agents, who told the men they had positions in Europe. Frequently money is collected in advance from the wages of the men through the sale of soap and cheap clothing at a ridiculously high price. While the officers of ships are not actually parties to such sharp practices—or, at least, it is not possible in most cases to prove they are—they know of the action of unscrupulous shipping agents, and are not wholly guiltless, in the opinion of consular officers.

### AMERICAN NEGRO IS ARRAIGNED IN COURT

Monroe Smith, a negro mulletter, recently found in the streets penniless, was arraigned in a London Police Court on a charge of vagrancy. Investigation disclosed that he came to London on the steamer Singapore, owned by Donaldson Brothers, Limited, an English concern. The wages paid him was not sufficient to keep him until the English company had a return sailing. His case was called especially to the attention of the police judge by the American consulate-general, and the man promptly was discharged. Donaldson Brothers then took charge of the negro and provided him with food until he was able to get a return sailing.

New Orleans is the port from which the greatest number of workmen are shipped under conditions which leave them as objects of charity in England and France. More complaints have been filed by workmen against a New Orleans shipping agent than any other. Frequently men sailing from that port find on landing in England that they have signed contracts which leave them only a few shillings. Often the men who have signed such contracts are unable to read and write.

### OFFICERS OF SHIPS DENY ALL KNOWLEDGE

Officers of ships invariably deny all knowledge of the arrangements between workmen and shipping agents. The American embassy and the consulate-general in London do not accept the statements of such companies that they are not responsible for the manner in which American citizens, unable to protect their own rights, are duped, and are taking complaints up promptly with the transportation companies.

Because of the great number of horses and mules shipped to England and France for war purposes the demand for unskilled labor on ships has been enormous. All sorts of men have been shipped by agents at the various American ports, and it is estimated that more than 1,000 such men have been left stranded in England and on the Continent since the war began.

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## FAMINE IN DYESTUFFS ABOUT TO CLOSE MILLS

End Will Come to Textile Industry Soon, Unless Material Can Be Secured From Germany.

### OPERATORS ARE PERTURBED

They Confer With White House and State Department Officials and Ask That Government Take Steps to Extricate Them From Plight.

WASHINGTON, April 6.—Representatives of textile manufacturers, headed by former Congressman Metz, told White House and State Department officials to-day that "the end is in sight" for operations of American textile mills unless the government can do something to bring dyestuffs out of Germany.

They were assured by Secretary Tumulty and Counselor Lansing that the question would be taken up for further effort.

Daniel F. Waters, president of the Master Dyers' Association, and Charles E. Pelpee, president of the National Association of Hosiery and Underwear Manufacturers, and others laid a mass of figures before Mr. Lansing and Mr. Tumulty to show the threatened serious effects on industries which use dyestuffs.

The committee declared they had been in communication with manufacturers in twenty-eight States, and had found that mills employing 400,000 operatives would face being closed within thirty to sixty days unless relief comes. They declared other mills which would ultimately feel the need of German dyestuffs would have to throw many other men out of work.

Members of the committee said they had conferred with Thomas A. Edison, who has been experimenting with dyestuff inventions, and he had said it would be impossible to manufacture dyestuffs on a large scale in the United States for several years. The committee asked that the government seek to have Great Britain lighten the stringency of the recent order in council preventing the exportation of all goods from Germany or of German origin.

Secretary Redfield said, after to-day's Cabinet meeting, that the difficulty of obtaining dyestuffs had been increased by use of the basic elements of dyestuffs by Germany in the manufacture of explosives. Even though Great Britain should consent to allow the exportation of dyestuffs from Germany to the United States, he said, it would be difficult to obtain the materials, because Germany was not permitting the manufacture of large quantities.

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